

Table 1-14: Transportation-Related Greenhouse Gas Emissions (Tg CO<sub>2</sub> Eq.)

<b>Gas/Vehicle Type</b>	<b>1990</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>
<b>CO<sub>2</sub></b>	<b>1,473.5</b>	<b>1,440.0</b>	<b>1,474.8</b>	<b>1,504.4</b>	<b>1,553.0</b>	<b>1,580.9</b>	<b>1,620.4</b>	<b>1,630.0</b>	<b>1,657.0</b>	<b>1,716.2</b>	<b>1,766.1</b>	<b>1,784.4</b>
Passenger Cars	600.3	562.4	564.8	577.6	584.3	587.2	594.3	592.8	607.9	618.6	621.7	632.7
Light-Duty Trucks	306.2	332.7	351.7	367.5	376.7	392.9	406.5	419.1	427.6	446.1	450.2	460.0
Other Trucks	203.9	202.6	206.2	212.0	227.1	237.0	246.5	257.6	269.3	284.2	294.7	298.3
Buses	7.5	7.0	7.1	7.5	7.9	7.9	8.2	8.3	8.6	9.6	9.3	8.6
Alternative Fuel Vehicles	1.3	1.2	1.1	1.3	2.1	1.2	1.1	1.1	1.3	1.1	1.3	1.2
Aircraft <sup>a</sup>	176.9	169.3	167.0	168.0	175.9	171.4	180.2	179.0	183.0	186.8	195.3	183.9
Boats and Vessels	48.6	45.9	56.2	48.5	48.9	51.7	48.1	33.6	27.4	38.6	59.7	58.3
Locomotives	28.1	25.4	26.2	26.9	29.8	30.8	31.8	31.6	32.4	34.1	33.8	34.3
Other <sup>b</sup>	100.7	93.5	94.4	95.0	100.4	100.7	103.8	107.0	99.5	97.1	100.2	107.2
<i>International Bunker Fuels<sup>c</sup></i>	<i>113.9</i>	<i>119.9</i>	<i>109.9</i>	<i>99.8</i>	<i>98.0</i>	<i>101.0</i>	<i>102.3</i>	<i>109.9</i>	<i>112.9</i>	<i>105.3</i>	<i>99.3</i>	<i>97.3</i>
<b>CH<sub>4</sub></b>	<b>5.0</b>	<b>4.9</b>	<b>5.0</b>	<b>4.9</b>	<b>4.9</b>	<b>4.9</b>	<b>4.8</b>	<b>4.7</b>	<b>4.6</b>	<b>4.5</b>	<b>4.4</b>	<b>4.3</b>
Passenger Cars	2.4	2.2	2.2	2.1	2.1	2.0	2.0	2.0	2.0	1.9	1.9	1.8
Light-Duty Trucks	1.6	1.7	1.9	1.9	1.9	1.9	1.8	1.7	1.7	1.6	1.5	1.5
Other Trucks and Buses	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Alternative Fuel Vehicles	+	+	+	+	+	+	0.1	0.1	0.1	0.1	0.1	0.1
Aircraft	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.1
Boats	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Locomotives	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Other <sup>d</sup>	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<i>International Bunker Fuels<sup>c</sup></i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.1</i>								
<b>N<sub>2</sub>O</b>	<b>50.6</b>	<b>53.0</b>	<b>56.2</b>	<b>58.6</b>	<b>60.4</b>	<b>60.9</b>	<b>60.7</b>	<b>60.3</b>	<b>59.7</b>	<b>58.8</b>	<b>57.5</b>	<b>54.8</b>
Passenger Cars	31.0	30.8	31.9	32.6	33.3	33.4	33.1	32.6	32.2	31.2	30.2	28.7
Light-Duty Trucks	14.1	16.6	18.6	20.2	20.8	21.1	21.1	21.1	20.6	20.4	19.9	18.9
Other Trucks and Buses	2.5	2.6	2.7	2.9	3.1	3.2	3.4	3.6	3.7	3.8	3.8	3.8
Alternative Fuel Vehicles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Aircraft	1.7	1.6	1.6	1.6	1.7	1.7	1.8	1.7	1.8	1.8	1.9	1.8
Boats	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.3	0.3	0.4	0.5	0.3
Locomotives	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Other <sup>d</sup>	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7
<i>International Bunker Fuels<sup>c</sup></i>	<i>1.0</i>	<i>1.0</i>	<i>0.9</i>	<i>0.9</i>	<i>0.9</i>	<i>0.9</i>	<i>0.9</i>	<i>1.0</i>	<i>1.0</i>	<i>0.9</i>	<i>0.9</i>	<i>0.9</i>
<b>HFCs</b>	<b>+</b>	<b>+</b>	<b>0.8</b>	<b>2.5</b>	<b>4.5</b>	<b>7.8</b>	<b>11.7</b>	<b>15.4</b>	<b>18.8</b>	<b>21.9</b>	<b>24.8</b>	<b>27.3</b>
Mobile Air Conditioners <sup>e</sup>	+	+	0.8	2.5	4.0	6.7	9.8	12.9	15.7	18.2	20.4	22.5
Refrigerated Transport	+	+	+	+	0.5	1.2	1.9	2.5	3.2	3.8	4.4	4.9
<b>Total</b>	<b>1,529.1</b>	<b>1,497.9</b>	<b>1,536.8</b>	<b>1,570.5</b>	<b>1,622.8</b>	<b>1,654.5</b>	<b>1,697.6</b>	<b>1,710.4</b>	<b>1,740.1</b>	<b>1,801.4</b>	<b>1,852.8</b>	<b>1,870.8</b>

<sup>a</sup> Does not exceed 0.05 Tg CO<sub>2</sub> Eq.

Note: Totals may not sum due to independent rounding.

<sup>a</sup> Aircraft emissions consist of emissions from all jet fuel (less bunker fuels) and aviation gas consumption.<sup>b</sup> "Other" CO<sub>2</sub> emissions include motorcycles, construction equipment, agricultural machinery, pipelines, and lubricants.<sup>c</sup> Emissions from International Bunker Fuels include emissions from both civilian and military activities, but are not included in totals.<sup>d</sup> "Other" CH<sub>4</sub> and N<sub>2</sub>O emissions include motorcycles, construction equipment, agricultural machinery, industrial equipment, and snowmobiles.<sup>e</sup> Includes primarily HFC-134a.